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NEWS GATHERED FROM SOUTHSIDE

Fire Commissioners Defeat the Proposition to Erect Big Tobacco Warehouse.

BOY MISSING FROM HOME

Parents of Henry Nunnally Much Concerned Over His Continued Absence.

Manchester Bureau, Times-Dispatch, No. 1102 Hull Street.

The Fire Commissioners held an important meeting last night, with all the members present. The discussion was as to whether the Carrington Warehouse should be erected. Opposition was persistent, and practically few were in favor of the proposition.

Many citizens and business men, owning property in the vicinity of Seventh and Porter Streets, as well as others interested in city improvements, appeared before the board to oppose the measure. After considerable argument the motion was lost.

The proposed structure was to be erected from Sixth to Seventh Streets, and built of galvanized iron and only one story high.

Mr. Carrington was present, and he said he did not see where the erection of the building would injure the surrounding properties. Moreover, he said, the reason for the opposition was that the brick is on account of ventilation. He also declared that there would be no dirt nor smoke anywhere around the place, and he was more than surprised to hear of so many objections.

Mr. Hastings declared that he did not want any building of that kind, especially with that sort of iron on the roof. He said that the iron was so thin that he could fire a shot from an air-firer through it.

Others Speak.

Mr. Wright said the building would be a regular fire-trap, and if erected would

MAN MET TRAGIC DEATH BENEATH BIG SMOKESTACK

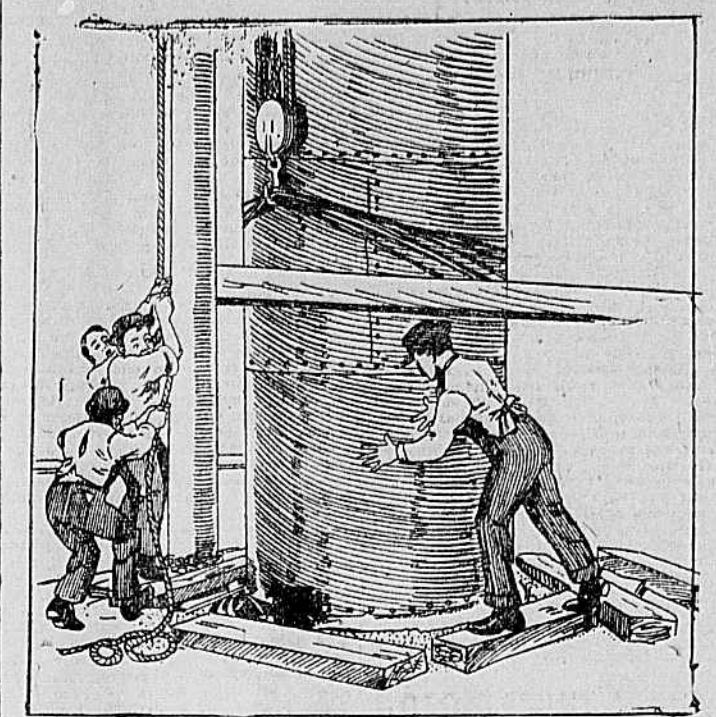


Diagram showing how workman was caught under huge smokestack. Star represents point at which head was protruding.

Joseph Haywood Loses Life in Singular Manner on Top of Building.

INQUEST TO BE HELD TO-DAY

Mystery as to How Accident Happened—Was Dead When Discovered.

Joseph Haywood, a white man, twenty-eight or thirty years of age, met death early yesterday morning in a singular and most tragic manner, just as he was preparing to enter upon his day's work on the building being constructed by the W. S. Forbes Company at Tenth and Byrd Streets.

A tremendous and lofty smokestack, about fifty inches in diameter, sixty-five feet long, and weighing 4,845 pounds, in some unaccountable manner descended upon Haywood, and catching his head between the upper and lower sections, practically decapitated him. What Haywood should have been doing there at the time, and how the accident happened, is a mystery which seems yet to have no solution. The opening through which the body of the young man fell or slid was about three feet high. When found the head was protruding through, with the body dangling down inside. As the stack was lifted it was necessary to fasten a rope to the body to prevent it from falling all the way through.

To Hold Inquest.

When asked for a statement last night, Mr. J. B. Myers, the contractor having the work in charge, said that the only way in which he could account for the tragedy is that Haywood must have stepped on the lead line, which is connected with the block-and-fall, by which the lifting and lowering of the stack was manipulated, and sprung from it, thus giving it a jar which caused the stack to descend. But how the body got inside he could not imagine, as there was nothing within the stack on which one could stand. Mr. Myers and the other workmen were on the opposite

side when the accident happened. Work had not begun, and the contractor was gathering his forces together. Missing Haywood, he made a search for him and was horrified, on going round to the other side of the stack, to see a head protruding from beneath the stack.

No one had been a witness to the tragedy; the sliding down of the stack had been perfectly noiseless, and not the faintest clue was discovered as to the cause of the accident.

Life must have been extinguished slowly and with fearful agony. The strangling due to the pressure of the giant stack prevented the man from calling out. Mr. Myers at once summoned his men, and the great stack was slowly hoisted. Life was extinct. The body was drawn out and a call was sent in for the ambulance. Dr. Jones responded, and Policemen Bryant, Gary and others were soon there. Nothing could be done, however, as life was extinct. Coroner Taylor viewed the body, and the circumstances surrounding the death of the young man were so peculiar and mysterious that he at once deemed an inquest unnecessary, and the jury will meet at 9:30 o'clock this morning.

The body was removed to A. C. Nelson's undertaking establishment in Fulton, where it will be prepared for burial. Haywood is survived by his wife. There were two children; but they are dead, the first having passed away on September 25th, and the second early in November of last year.

What Wife Said.

When seen yesterday afternoon, Mrs. Haywood was exceedingly hurt that no one had informed her of her husband's death. The first news of the accident came to her through a rumor, which had it that it was her husband's brother. She went to a telephone, and called up Mr. Myers, asking that he notify her husband to come home; that his brother had been killed. She was told that the accident had occurred at the building at Tenth and Byrd Streets.

"Don't tell me any more," she cried; "that is my husband."

She told the reporter that no one connected with the contracting firm had been near her, and that she had not even received any notification from the undertaker. Mrs. Haywood lives at the corner of Fulton Street and Virginia Avenue. Both her parents are living; but she has no children. The funeral arrangements had not been arranged last night.

bridge Street, who has been ill for the past few weeks, is able to be out again.

Miss Josie McRae will entertain the Matinee Euchre Club to-day.

Essie Levy, daughter of Mr. and Mrs. Jacob Levy, of No. 1803 Hull Street, is sick with the measles.

Miss Effie Height, of Petersburg, is visiting Miss Annie DuVal, of No. 1116 Porter Street.

Miss Annie Hatcher has returned home to Chester, after visiting Miss Beattie Jenks, of No. 1722 Buchanan Street.

Miss Zetta Levy, of No. 1313 Hull Street, who has been ill with the grip, is able to be out.

FIRE DESTROYS BOYD'S WAREHOUSE

Thought That Cigarette or Cigar Stump May Have Been the Cause.

Fire, starting about 10 o'clock last night, entirely destroyed one of the storage houses of James N. Boyd and Company, tobacco dealers, at Price and Pulliam Streets. The building was a wooden structure, and filled as it was with dry leaf tobacco, formed a splendid prey for the flames, which, even after a hard fight by the fire department, soon devoured the place from end to end.

In the building was stored a large number of hogsheads of tobacco belonging to Mr. Adolphus Dill, all of which, if not entirely consumed, were utterly destroyed by the combined action of the flames and water.

How the blaze started, neither Mr. Boyd nor any one else could say. Mr. Boyd was of the opinion that it may have received its origin from a lighted cigarette or a cigar stump, carelessly thrown by some passer-by into the building. He felt assured that it was not of incendiary origin. No fires are kept in the building, the tobacco is simply stored there, after having been cured in one of the other buildings owned by the company, of which there are eight.

Prepare for Judges.

The rooms recently vacated in the custom-house by the Internal Revenue Department are being renovated as private offices for the Judges of the Federal district and courts of appeal. These offices will be comfortably furnished with new furniture, and will be most conveniently arranged and fitted up.

Military Appropriation Bill.

WASHINGTON, January 7.—Chairman Boyd of the House Committee on Military Affairs to-day reported the military appropriation bill. In round numbers the bill carries \$7,000,000, which is a reduction of about \$5,000,000 in the estimate submitted by the War Department. The bill carries about \$2,000,000 more than the appropriation made at the last session of Congress.

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ROAD WILL SPEND MANY MILLIONS

Chesapeake and Ohio Contracts for Large Number of Engines, Coaches and Freight Cars.

TRAFFIC STEADILY GROWS

What President Stevens Says as to Complaints From Pocahontas County.

The Chesapeake and Ohio Railroad is making extensive additions to its rolling stock and equipment in order to be able to handle expeditiously and satisfactorily the rapidly growing freight traffic of the road, its immense passenger business in connection with the Jamestown Exposition, and the steadily increasing traffic movement resultant from the operation of various branches which serve as feeders.

The company has contracted for passenger engines, passenger coaches, freight cars and freight locomotives for delivery before July 1, 1907, aggregating in cost something like five millions of dollars. Besides all this, the company is just getting a large shipment of freight cars and locomotives ordered a year ago, and which in the aggregate cost about four million dollars. Added to this rolling stock and equipment expenditure the road has contracted for 30,000 tons of new steel rails, to be delivered before July 1st, next. These rails are being laid as rapidly as they are delivered, and a large proportion of them has already been put down. Altogether, the total expenditures ordered for all purposes will equal, and probably exceed, ten million dollars in cost.

The recent orders embrace fifteen new passenger engines, to be delivered early in the present year, and thirty passenger coaches, twenty of them thoroughfare cars and the remainder parlor and dining cars. Between July 1st and October 1st, 1907, 4,000 new fifty-ton steel twin-drop gondolas, built by the Pressed Steel Car Company, will be delivered to the company and immediately placed in service. All this is in addition to the 5,000 freight cars and forty locomotives which have been and are being delivered. These locomotives were built by the Richmond branch of the American Locomotive Company.

With the additional equipment to be delivered during the year, the company will be admirably equipped for the enormous passenger travel in connection with the exposition and for handling its fast-growing coal traffic, which last year exceeded that of any other Atlantic coast terminal freight line, except the Pennsylvania.

President Stevens was asked yesterday as to certain complaints from Pocahontas county, Va., in the vicinity of Norton, as to the poor condition of road-bed and track of the branch line extending from Ronceverte, on the main line, to Bartow.

It was alleged in a circular sent out from Marlinton that old iron and ties were used in the construction of the road, and that no ballast had ever been placed, and that the ties were rotting, and the road dangerous to travelers thereon. Mr. Stevens stated that he had just visited that road and made personal inspection of it. The complaints, he believed, originated in a sort of "round robin" instigated by several gentlemen. As a matter of fact, he said, the road was built only six years ago, and some 60,000 new ties had recently been put down. Many of the old ties were in good condition and would have done good service, but in putting in the new ones all the old, good and bad, had been removed, and the new ties had been put down continuously as far as they would go, with the result that the condition of the road was not renewed in worse condition than it would have been had the ties been put in with discrimination. The president stated that he would have no hesitancy in riding over that branch road, and he was not fond of risking his life, either. He declared that there had been but one accident to a passenger train, and that not serious, and that wrecks of the same character occur quite as frequently on the main line as on this branch.

Asked as to the complaint by certain stockholders that the management was not paying out as much money in dividends as its earnings justified, Mr. Stevens stated that he deemed that the first duty of a railroad was to the public, and that earnings should not be

applied to payment of dividends until safety and comfort and shipping facilities were afforded the people.

Reading Testimony.

Corporation Commissioner Joseph E. Willard was asked yesterday reading over the typewritten testimony in the Rangan accident case on the Southern Railway.

The testimony is quite voluminous, and was only delivered to the commission yesterday. All the commissioners will go over it carefully, and it is expected that a report will be drawn and published in a few days.

HIGH SCHOOL TEAM.

Enthusiastic Meeting Held Yesterday—Plans for Track Meet.

At a highly enthusiastic meeting of all the boys of the Richmond High School yesterday morning a sweater, on which was the letter R, was presented to every member of the football team of 1906. The presentation was made by Mr. Ralph Ludwig, manager, in the following little speech: "Mr. Haywood and Boys of the School: I don't think there are many of us who did not attend at least one of the championship games played by the High School team in the past season, and you know what kind of games they were. The play of our boys was little short of remarkable. Without a gymnasium or any regular training quarters, thanks to the fine training of our coach, Mr. J. Taylor Robinson, and to the good work of the team, we never lost a game. That the High School team was the best in the league was clearly demonstrated. Therefore, it gives me great pleasure, members of the football team of 1906, to present you in the name of the school with this letter, symbolizing the city in which our school is the highest public institution. In presenting these testimonials, I assure you in the name of the faculty and pupils, that as hard football players, fair sportsmen, and good fellows generally, you will long be remembered with feelings of the highest regard and esteem."

The members of the team are as follows: Robert Miles (captain), Nathan Hargrove (manager), John Russell, Lawrence Parsons, Clayton Sinton, Pembroke Taylor, Stanley Clarke, Paul Orchard, Douglas Leard, Julian McCarthy, William Moll, Gus Ezekiel, John Simpson, Harry Augustine, Curry Fairbank, and Eichenstein.

The High School will be represented in the athletic contest to take place in the Horse Show Building on January 26th. The boys will provide a relay team, and will be represented in the individual events.

SUNDAY-SCHOOL WORK.

Important Meetings to Be Held Here Next Month.

The International Sunday School Association of Richmond has made plans for a most important Sunday school institute, to be held February 25th to 28th, inclusive.

Mrs. Marian Lawrence, who paid a visit to Richmond in November and delivered a splendid series of lectures on Sunday school work, will be in charge of the institute, and will have associated with him three Sunday school workers, who are no less expert in their special departments than he has proved himself to be.

The department of teachers' training will be in the hands of Mr. W. P. Pierce, of Chicago. Mrs. Mary F. Bryner, of Springfield, Ill., will have charge of the intermediate work, and Mrs. J. W. Barnes, of Newark, N. J., of the primary work. The lecturers give their entire time to Sunday school methods, and are regarded as the highest authorities.

The work of the institute will be identified with that of the summer institutes at Chautauque, Northfield, Lake Geneva and Winona.

The Sunday School Association will meet to-night in the chapel of the Presbyterian Publishing Company to arrange further details.

Chancery Court.

The January term of this court began yesterday, but little work was done further than calling the docket and setting cases for trial.

MILITARY MATTERS

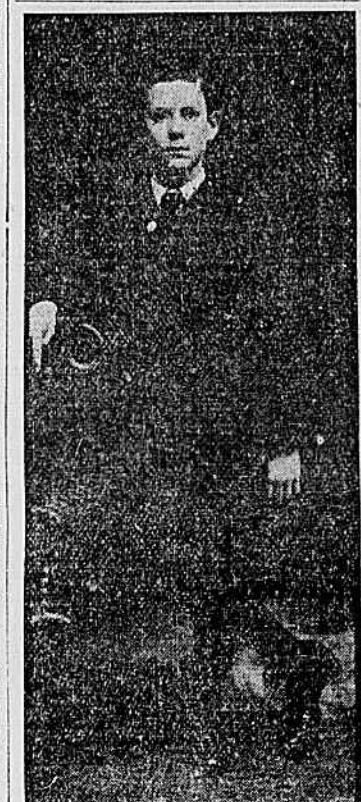
Company C, Guard of the Commonwealth, held its first drill of the year last night. Fifty per cent of the men were present.

The company was drilled in close order by Lieutenant E. B. Loving, and showed marked improvement. The drill was concluded with the setting-up exercise, after which a meeting of the company was held. The routine business was transacted, and several applications for membership were received.

The following orders were read: A. G. O. Special Orders No. 370—Discharging Private John G. Eberich, from Company C, Seventeenth Regiment, for good of the service.

A. G. O. Special Orders No. 174—Granting Captain M. M. Wallace leave of absence for two months, from January 1, 1907.

The company is also ordered to assemble at its armory on to-morrow, at 8:30 p. m. in dress uniform, for battalion dress parade. Special attention is called



HENRY NUNNALLY, Manchester boy, who is missing from home.

be a menace not only to the properties surrounding, but to the people also.

Mr. C. C. Jones, chairman of the committee, was bitterly opposed to the measure, and asked Mr. Carrington if the erection of the building would benefit the city in any way, whereupon the latter responded that he did not see where it could harm or be an injustice to any one. Mr. Hooker, member of the committee, also said that it was a dangerous proposition to erect such a building in the city, as it would check other manufacturers or warehouses from coming in. Mr. Toney and Mr. Taylor, also members of the Board, were opposed to the erection of the building.

The only member who was in favor of the proposition was Mr. B. M. Robertson. He declared that what made Richmond and Petersburg known was the tobacco interests, and could not understand why the people of this city should be opposed to erection of the warehouse. He did not see where it could injure any property, or check other manufacturing or warehouses from coming to Manchester.

Mr. E. H. Wells spoke in favor of the measure, declaring that Mr. Carrington said he would put galvanized iron on the roof, which would be a good protection for the building and its environments. Moreover, he said, it was the proper site for it, as it faced the water and was near a railroad section. He also said that an iron building would be better for ventilation than one of brick.

Henry Nunnally, son of Mr. and Mrs. E. P. Nunnally, of No. 711 Decatur Street, has been missing for five days.

One the night of January 20 young Nunnally, together with three other boys, whose names—Claude Spatfield, Paul D. Beattie and Harvie Jarvis—boarded a Seaboard Air Line Railroad car in Richmond for Florida, but were all captured by Detective Duke.

On the following morning the youthful

to the fact that strict obedience to this order must be given for non-attendance made in writing.

The social organization of this company known as the "Merry Tramps" will give a smoker to the company on January 11, 1907, in which all members of the company are cordially invited to be present.

The company offered a gold medal to be given to the man making ninety-five per cent attendance for 1907, and a silver medal for ninety per cent attendance.

Warrenton has a new military company which goes down on the rolls of the Virginia State Troops as Company C, Seventy-second Regiment of Infantry.

This new company will replace the company at Lotts, which was recently disbanded. The officers are as follows: E. Beverly Slater, captain; C. E. Jeffries, first lieutenant; W. H. Byrte, second lieutenant; and W. W. Turner, sergeant.

The new officers have sixty days in which to present themselves for examination for commission.

side when the accident happened. Work had not begun, and the contractor was gathering his forces together. Missing Haywood, he made a search for him and was horrified, on going round to the other side of the stack, to see a head protruding from beneath the stack.

No one had been a witness to the tragedy; the sliding down of the stack had been perfectly noiseless, and not the faintest clue was discovered as to the cause of the accident.

Life must have been extinguished slowly and with fearful agony. The strangling due to the pressure of the giant stack prevented the man from calling out. Mr. Myers at once summoned his men, and the great stack was slowly hoisted. Life was extinct. The body was drawn out and a call was sent in for the ambulance. Dr. Jones responded, and Policemen Bryant, Gary and others were soon there. Nothing could be done, however, as life was extinct. Coroner Taylor viewed the body, and the circumstances surrounding the death of the young man were so peculiar and mysterious that he at once deemed an inquest unnecessary, and the jury will meet at 9:30 o'clock this morning.

The body was removed to A. C. Nelson's undertaking establishment in Fulton, where it will be prepared for burial. Haywood is survived by his wife. There were two children; but they are dead, the first having passed away on September 25th, and the second early in November of last year.

When seen yesterday afternoon, Mrs. Haywood was exceedingly hurt that no one had informed her of her husband's death. The first news of the accident came to her through a rumor, which had it that it was her husband's brother. She went to a telephone, and called up Mr. Myers, asking that he notify her husband to come home; that his brother had been killed. She was told that the accident had occurred at the building at Tenth and Byrd Streets.

"Don't tell me any more," she cried; "that is my husband."

She told the reporter that no one connected with the contracting firm had been near her, and that she had not even received any notification from the undertaker. Mrs. Haywood lives at the corner of Fulton Street and Virginia Avenue. Both her parents are living; but she has no children. The funeral arrangements had not been arranged last night.

prisoners were tried by Justice Critchfield and all were discharged. After this it was reported that they had left for Petersburg, where they again boarded a train for Florida. This, however, seems to be a mistake, as the last his parents heard of Henry was to the effect that he was in Raleigh, N. C.

Henry is fifteen years old, has blue eyes, fair skin and light hair, rose cheeks, weighs 110 pounds, and wears knee trousers.

At the time of his departure, he wore two suits of clothes. His parents are very anxious to learn of his whereabouts, and request that any person having news of him will notify them at once. The boy's mother is almost prostrated over his departure.

Dispose of Disagreement.

Judge Walter A. Watson on last Friday entered a vacation chancery decree which practically disposes of the disagreement in the congregation of the Clifton Street Baptist Church at Swansboro, in a manner which should give satisfaction to all.

Mr. Wyndham R. Meredith, who represents certain members of the church who want the old church on Clifton Street sold, with authority to borrow \$2,500 in addition to the proceeds from the sale of the old church, to complete the new church building now being erected on Hull Street extended, and Hon. John Garland Pollard, who represents certain members of the church, who do not want the old church property disposed of, secured a decree referring the matter to Rev. R. H. Pitt, of Richmond, as commissioner, who is directed to call a meeting of the members of said church within three weeks and ascertain by vote the wishes of the majority of the congregation. Two votes are provided for, one of the whole church membership, and one of the adult members only, in case the two votes are not in harmony, to decide which of the two votes shall prevail—that of the whole membership, or that of the adults only.

Man Drops Dead.

William Lee Johnson, colored, a native of the West Indies, fell dead yesterday afternoon at 3 o'clock in the door of Caroline Hudson, colored, on Twenty-first and Railroad Streets.

Johnson had been ill for about a month, and heart failure caused his death.

Dr. J. W. Broadnax, the city coroner, was notified, and made inquest unnecessary. He said the man died of natural causes.

Increase Pay.

The Police commissioners last night recommended the Council to increase the pay of the police \$5 per month.

Personals and Briefs.

Miss Minnie Price, of Washington, is visiting Miss Margaret Owen, of Porter Street.

Mr. Clarence Paul, son of Mr. and Mrs. George Paul, of No. 1205 Bainbridge Street, left Sunday night for the Virginia Polytechnic Institute.

Miss Essie Vidler, formerly of Manchester, but now of North Carolina, is visiting Mr. A. H. Fitzgerald, of Richmond.

Mrs. B. A. Davis, of No. 1522 Porter Street, who has been ill for the past few days, is able to be out again.

Miss Mary Percival, of No. 912 Bain-